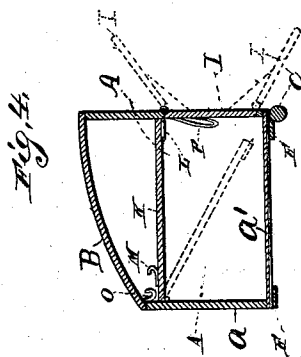
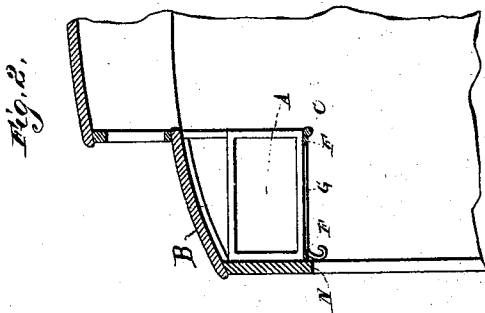
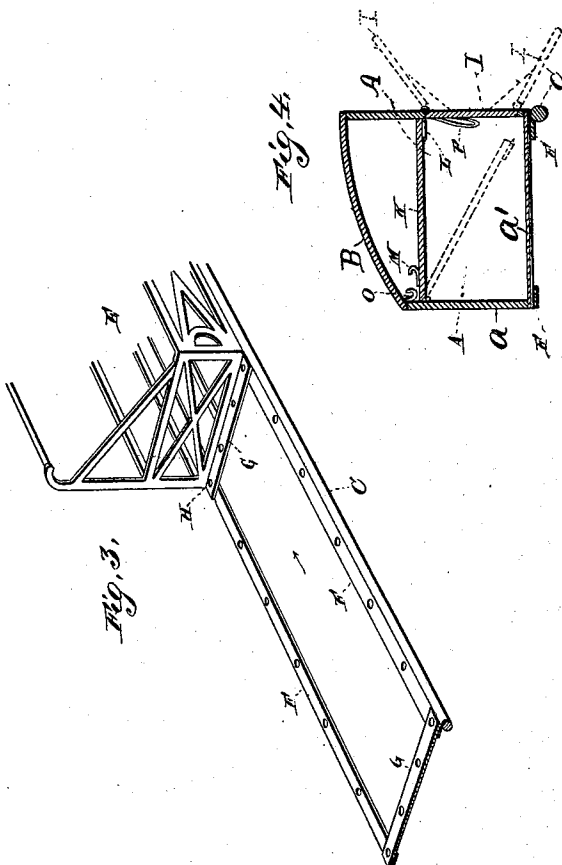
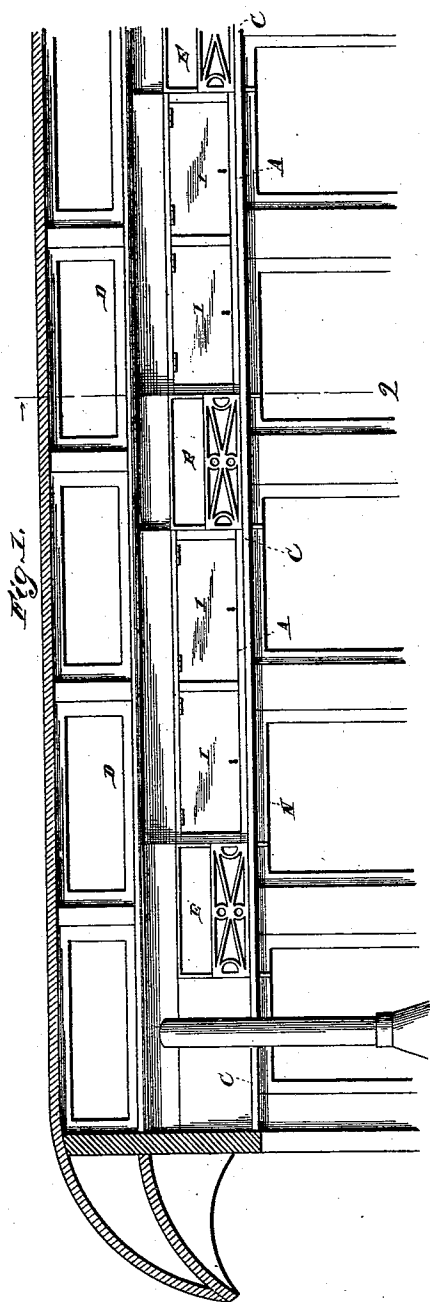


(No Model.)

J. E. DEMPSEY.
LOCKER FOR CARS.

No. 478,740.

Patented July 12, 1892.



Witnesses:
Geo. H. Rodger.
L. M. Freeman.

Inventor:
J. Edwin Dempsey.
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attys.

UNITED STATES PATENT OFFICE.

JAMES EDWIN DEMPSEY, OF CHICAGO, ILLINOIS.

LOCKER FOR CARS.

SPECIFICATION forming part of Letters Patent No. 478,740, dated July 12, 1892.

Application filed March 5, 1891. Serial No. 383,936. (No model.)

To all whom it may concern:

Be it known that I, JAMES EDWIN DEMPSEY, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Passenger Cars or Coaches, of which the following is a specification.

Figure 1 is a broken-away vertical longitudinal section looking at the interior side of the car; Fig. 2, a broken-away vertical transverse section on line 2, Fig. 1; Fig. 3, a broken-away detached detail of construction in perspective, and Fig. 4 a vertical central transverse section through the compartment or locker embracing my improved features.

The object of this improvement is to provide the ordinary railway-car with a number of compartments or lockers forming a receptacle for pillows, blankets, &c., for the convenience and comfort of passengers. These compartments will be arranged along the respective sides of the car and located between the tops of the windows and roof and in the same horizontal plane as that occupied by the baskets or racks commonly used for holding parcels and the different articles carried by passengers.

Referring to the drawings, A represents the different compartments formed in the sides of the car.

B is the sloping top, *a* the back, and *a'* the bottom, of the compartments, and D the ventilator-openings in the monitor-roof.

C is an ornamental and strengthening rod running along the lower front edge of the compartments and baskets or racks E.

The lengthwise strips F and the transverse strips G form the frame or base support for the compartment structure and the parcel-racks.

The doors I, opening into the compartments, are usually hinged at their upper edge; but they may be hinged at their lower edge and

open downwardly, as indicated by dotted lines in Fig. 4. It will be observed that the door does not extend clear to the top of the compartment, but just to the line of the movable horizontal partition *k*, which divides the compartment A into separate chambers *a*² *a*³, which feature provides for the storing of the pillows and blankets apart. The partition *k* is hinged at its back edge and provided with the lock or catch L, which engages with the inside front of the compartment A, so that the front edge of the same may be dropped down, as indicated by dotted lines in Fig. 4, or locked in the horizontal position shown.

N indicates the tops of the windows.

The hooks M and O provide means for securing such articles as may be placed in the lockers in a stationary position. The strap P limits the outward movement of the doors and prevents them from straining on the hinges. These compartments or lockers also form a convenient receptacle for such articles as it may be desirable to keep out of the dust and dirt incident to travel. The lockers may be arranged two or more together, as shown, or alternately with reference to the parcel baskets or racks.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

In car construction, the combination, with the compartments or lockers formed in the sides of the structure, of a drop-partition dividing said compartments into two chambers, the catch or lock for retaining said partition in its upper position, and the door hinged to the front side and opening into the lower chamber below said partition, substantially as set forth.

J. EDWIN DEMPSEY.

Witnesses:

FRANK CONLEY,
JOHN T. DEMPSEY.